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# CANADA.

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## INFORMATION AND ADVICE

FOR

## EMIGRANTS.

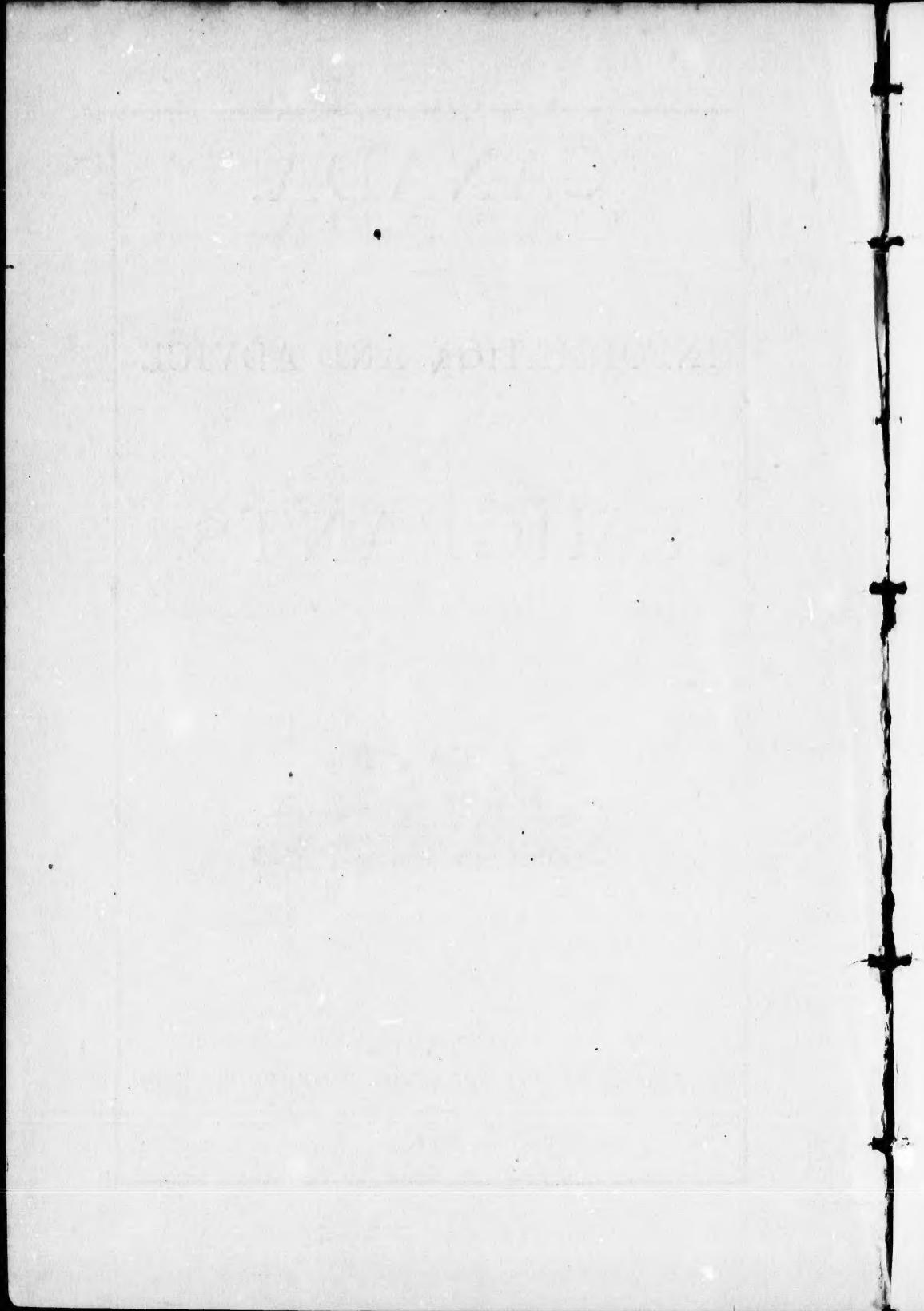


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1875.



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### EMIGRATION AGENTS OF THE DOMINION OF CANADA.

*London*.—Edward Jenkins, Esq., M. P., Agent General and Superintendent of Emigration, Canada Government Building, King street, Westminster, S. W.

*Liverpool*.—G. T. Haigh, 15, Water street.

*Belfast*.—Chas. Foy, 11, Claremont street.

*Glasgow*.—R. Murdoch, 25, Robertson street.

*Dublin*.—H. J. Larkin, 13, Eden Quay.

*Paris*.—Gustave Bossange, 16, Rue du quatre Septembre.

*Havre*.—C. Brown.

*Antwerp*.—R. Berns, 32, Marché aux Chevaux.

*Basle*.—Messrs. Rommel et Cie., 72, Faubourg des cendres.

There are other Canadian Agents in the United Kingdom, but without official residence.

All intending emigrants may apply, either personally, or by letter prepaid, to the Agent General of Canada, in London, address as above, or to any other Canadian Agents, for information or advice.

Pamphlets and all other information respecting Canada, may be obtained on application to the Agents.

All information which intending emigrants obtain from the Agents of the Dominion they may accept as reliable. All the Dominion Agents are strictly charged not to make any exaggerations in any statements they may furnish ; and not to render themselves liable to the reproach of having misled any emigrants.

Above all things emigrants should be cautioned to trust only to the statements of duly authorized persons ; and to avoid the numerous landsharks who would prey on their credulity.

#### IN CANADA.

*Departments and Officers who undertake to answer, as far as in their power, Enquiries of Emigrants Addressed to them respecting their Friends or Relatives in British North America; or any questions on the subject of emigration.*

*Dominion Government*—Department of Agriculture, Ottawa.

*Ontario*—The Immigration Department of the Local Government.

*Quebec*—The Commissioner of Agriculture and Public Works.

*Nova Scotia*—The Provincial Secretary, Halifax, Nova Scotia.

*New Brunswick*—The Provincial Secretary, Fredericton, New Brunswick.

*British Columbia*—The Colonial Secretary, Victoria, Vancouver's Island.

*Manitoba*—W. Hespeler, Winnipeg, Manitoba.

#### GOVERNMENT IMMIGRATION AGENTS IN CANADA.

*The following Government Agents will also answer all questions, and give all information so far as lies in their power :*

##### ADDRESSES :

*Halifax, N. S.*—E. Clay.

*St. John, N. B.*—R. Shives.

*Quebec*—L. Stafford, old Custom House, and Grand Trunk Station, Point Levis, where he is always in attendance on the arrival of the mail steamers, passenger vessels, and on the departure of all immigrant trains.

*Montreal*—John J. Daley.

*Sherbrooke*—Henry Hubbard.

*Ottawa*—W. J. Wills, St. Lawrence & Ottawa Railway Station.

*Kingston, Ont.*—R. Macpherson, William street.

*Toronto*—John A. Donaldson, Immigrant Station, at corner of Strachan Avenue.

*Hamilton*—John Smith, Great Western Railway Wharf (opposite station).

*London, Ont.*—A. G. Smythe.

*Winnipeg*—W. Hespeler, resident Agent for Manitoba.

These officers will afford to all Immigrants applying, the fullest advice and protection. They should be immediately applied to on arrival. All complaints should be addressed to them. They will also furnish information as to lands open for settlement in their respective Provinces and Districts, farms for sale, demand for employment, rates of wages, routes of travel, distances, expenses of conveyance ; and will receive and forward letters and remittances for immigrants, &c., &c.

#### IMMIGRANT DEPOTS AND CARE OF IMMIGRANTS.

Depots or stations for the reception of Immigrants are provided at Quebec, Sherbrooke, Montreal, Ottawa, Kingston, Toronto, Hamilton, London (Ont.), and Winnipeg.

The stations are arranged in such manner as to afford Immigrants accommodation for thoroughly cleansing themselves after coming off shipboard ; for taking meals, sleeping and medical attendance ; together with proper places for stowing luggage. These stations are properly guarded to protect them from intrusion of runners and sharpers, and they possess sufficient capacity for the accommodation of as many Immigrants as are expected to come.

Meals are provided for Immigrants, of good quality at very low prices ; and they are afforded gratuitously by the Government to the absolutely indigent. Medical attendance and hospital accommodation are also afforded by the Government, without charge, in all cases of sickness upon arrival at the Station at Quebec ; and at stations in the interior.

Railway tickets at the public charge, or free passages are given

from Quebec, to indigent Immigrants to points at which the Grand Trunk Railway has stations, in the Provinces of Quebec and Ontario; and the Local Governments pay the passages of Immigrants to points inland, from the nearest station at which the Dominion Government has an agent; they also provide them with food. The distribution of Immigrants to their several destinations is now made very rapidly, and in almost all cases employment is found for them immediately upon their arrival.

An officer of the Government travels with Immigrants on the trains to see that their wants are properly provided for, and that they are not subjected to any imposition on the road.

An Act has been passed by the Canadian Parliament containing provisions for the further protection of Immigrants, and for punishing all attempts to practice imposition upon them; it also provides severe penalties for seduction of females on ship-board; and contains provisions for preventing any intercourse between ships' officers and seamen, and Immigrants families, except of the most necessary kind.

Provision is also made in this Act to facilitate and render more secure the making of contracts between employers of labour in Canada and intending Emigrants in Europe, in order to encourage the advancing of the passage money by persons in Canada.

Another Act has been passed to incorporate Immigration Aid Societies, with a view also to facilitate advances from Canada for passage money and outfits of emigrants.

#### PERSONS WHO SHOULD EMIGRATE.

*The Classes recommended to emigrate to Canada are :—*

Persons with capital, either in large or small amounts, seeking investment.

Tenant farmers with limited capital, who can buy and stock a freehold estate with the money needed to carry on a small farm in England.

Agricultural labourers, skilled and unskilled, for whom there is a large and increasing demand.

Mechanics of various descriptions, but more particularly blacksmiths, carpenters, railway navvies, shoemakers, tailors, printers,

stonecutters and masons, gardeners, bricklayers, millwrights and machinists, for whom there is a demand.

As regards mechanics it may happen that the demand is brisk for one class and slack for another. The Government agents in the United Kingdom will furnish information on this point as far as possible.

The field for mechanics is not so unlimited as that for agricultural and other labourers. As many of the latter as can come, at the proper season, will be sure to find good employment.

Canada offers great facilities for flax growers, dressers, spinners, &c., but this industry requires to be developed.

Domestic servants and needle women.

Boys and girls over 15 years of age.

Families with fixed incomes will find in Canada, with much less difficulty than amidst the crowded population of the Mother Country, a suitable and pleasant home, with every facility for educating and starting their children in life. Persons living on the interest of their money can easily get from 7 to 8 per cent, on first-class security.

Money deposited in the Post Office Savings Banks (Government security) draws 4 per cent. interest.

The rate allowed for the deposit of money on call in other Savings Banks is from 4 to 5 per cent., with undoubted security.

#### **PERSONS WHO SHOULD NOT EMIGRATE.**

Clerks, shopmen, or those having no particular trade or calling, and unaccustomed to manual labor, or females above the grade of domestic servants, should not emigrate to Canada, unless going to situations previously engaged, as the country is fully supplied, and in fact overstocked with persons of this class.

#### **THE TIME TO EMIGRATE.**

The agricultural labourer emigrant should go to Canada early in the spring. He will do well if possible to leave home at the beginning of March, so as to arrive in Canada, towards the end of that month, to be ready for the very opening of the agricultural season. But he will be in good time in the middle of April or beginning of May. He will then arrive at a time when labour is in general

demand. The agricultural labourer arriving at other times in the year, may do well, but he is not so sure to do so.

The highest wages are paid during harvest, but his great object should be to get engaged by the year, so as to be sure of a comfortable home for the winter. He must remember that until he gets into the ways of the country, he is of less use to the farmer than he will be afterwards ; and he should therefore be careful not to make a common mistake of refusing reasonable wages when offered to him on his first arrival.

It is advised that farmers who come to Canada with some means who intend to purchase farms on their own account, should in the first place put their money in a Government Savings Bank or other Bank, at interest, while they engage with some farmer, and thus, while earning good wages, have time to learn the ways of the country and look about, and so make the best possible investment in the purchase of their farm. Mistakes which may involve loss of means will thus be prevented.

#### THE BEST WAY TO REACH CANADA.

The emigrant should take his passage, if possible, by the regular lines of steamships, in preference to sailing vessels, as the increased comforts and saving of time in the voyage are worth more than the difference in the fare.

The intending emigrant is referred to the bills or advertisements for the days of sailing and particulars of passage.

Cabin fare, from Liverpool to Quebec, includes provisions but not wines or liquors, which can be obtained on board. Intermediate passage includes provisions, beds, bedding and all necessary utensils. Steerage passage includes a plentiful supply of cooked provisions. Baggage is taken from the ocean steamships to the railway cars free of expense.

For the ordinary price of passage, which varies with circumstances, reference should be made to the hand-bills published by the Steamship Companies.

Steerage passengers must provide their own beds and bedding, and eating and drinking tins.

First Cabin passengers are allowed twenty cubic feet; intermediate passengers, fifteen cubic feet; and steerage passengers, ten cubic feet of luggage free. All excess will be charged.

Children under eight years of age, half price; and further reduction is made for Infants under twelve months.

The Dominion Government has made an arrangement to issue Passenger Warrants, under which an approved emigrant of good character, declaring his intention to settle in Canada, can get a passage at a reduced rate.

A limited number of a special class of Passenger Warrants will be issued to *families of farm laborers and female domestic servants*, whereby they can obtain passages to Canada at the following rates: Adults £2 5s; children under eight years, £1 2s 6d; and infants under one year, 7s. 6d.

Medical comforts are provided by first class steamship companies.

OUTFIT FOR A STEERAGE PASSAGE.—1 mattress. 1s 8d; pillow, 6d; 1 blanket, 3s 6d; 1 water can, 9d; 1 quart mug, 3d; 1 tin plate, 3d; 1 wash basin, 9d; 1 knife and fork, 6d; 2 spoons, 2d; 1 pound marine soap, 6d; 1 towel, 8d; total, 9s 6d. The whole of these articles can be obtained of any outfitter in Liverpool at one minute's notice.

#### CAUTION IN BUYING TICKETS.

If there be no agent of the line by which the emigrant has made up his mind to sail, living at the place at which he resides, he should write to the Agent General, Canada Government Buildings, King Street, Westminster, S. W. London, or to any duly authorized Canadian agent, from whom he will get reliable information.

The emigrant must take care that the steamer he intends to buy his passage in *sails direct for Canada*. Forwarding agents and other interested parties often make profit by sending emigrants to Canada by way of the United States, in order to make a commission on the ticket. Emigrants in many cases, especially women and children, have been made to suffer very severely, by being sent over land, several hundred miles out of their way, before reaching their destination in Canada.

The emigrant is the object of so many different kinds of imposture that he should be very careful in the bargain he makes, and the people he goes to for his ticket and the necessaries of the voyage.

Advertisements, he must remember, are not always to be depended upon. The columns of a newspaper are open to everybody,

and the advertisement which promises the most is often put in by the least trustworthy parties.

The emigrant will not save anything by buying his ticket beyond Quebec ; and, as a rule, he is advised not to do so. If however, he buy a ticket at home for the railway journey in Canada, he should be sure to see the printed list of prices, which no respectable agent will refuse to show.

If the emigrant have no friends or fixed place in Canada to which he wants to go, it is far better not to buy his railway ticket until he reaches Quebec, where the Government Agent will direct him to the best place for settlement, or where he will most easily find work.

The emigrant should be careful to avoid *touters* and bad characters, who hang about the shipping offices, and often speak to emigrants under the pretence of showing them the place they want. These men are only hired by agents of the lowest class, and the emigrant should avoid them.

#### DURING THE PASSAGE.

As soon as the emigrant gets on board, he should read the rules he is expected to obey whilst at sea. He will find them hung up in the steerage ; and should do his best to carry them out, and to be well behaved, and keep himself clean, as this will add much to his own comfort and health, and also to the comfort and health of others.

If he have any grievances or real cause of complaint during the passage, he should go and make it known at once to the captain. If he have right on his side he will no doubt get justice ; but if he does not, his having applied to the captain will strengthen his case should it be found necessary to take proceedings against the ship on arrival in Canada.

The Mail Officer on board the steamship is also an Emigrant Officer ; and he will listen to any real complaints, or furnish any information within his power.

The law holds the master of the vessel responsible for any neglect or bad conduct on the part of the stewards or any of the officers or crew.

Any complaint of immorality or bad treatment on the passage out, should be made, *immediately on landing*, to the Government Im-

migration Agent at the Port, who will take immediate legal proceedings, if necessary, to obtain redress.

It is of little or no use complaining after the vessel and crew have left port, for redress then is difficult and uncertain.

#### LUGGAGE.

All the passengers' boxes and luggage should be plainly marked with the emigrant's name, and the place he is going to.

Too much care cannot be taken to do this. Very often emigrants' luggage is lost. The name and address, in such cases, will very much assist the search.

Luggage will be stowed away in the hold of the vessel; so whatever is wanted on the voyage should be put into a trunk which the passenger will take with him into his berth.

Emigrants are often induced to make a clean sweep and part with every thing they have, before leaving the old country, because it is said the charges for excess of luggage are so large that they would come to more than the things are worth. Now there are many little household necessaries which, when sold, wouldn't fetch much, but these same things, if kept, would be exceedingly valuable in the new country or the bush, and prove a great comfort to the family as well. It is not, therefore, always advisable to leave them behind; they may not take up much room, and the cost of freight would be little compared to the comfort they would bring.

The personal effects of emigrants are not liable to Customs' duty in Canada.

Excess of luggage (unless very bulky) is seldom charged for on the Canadian railways.

#### CLOTHING.

Lay in as good a stock of clothes before leaving home as you possibly can. Woollen clothing and other kinds of wearing apparel, blankets, house linen, &c., are cheaper in the United Kingdom than in Canada. The emigrant's bedding, if it is good, should be brought: and if he has an old sea jacket or great coat he should keep it by him; for he will find it most useful on board ship.

### TOOLS.

Agricultural labourers need not bring their tools with them, as these can be easily got in Canada, of the best description, and in almost all cases better suited to the wants of the country, than those which they have been accustomed to use at home.

Mechanics are advised to bring such tools as they have, particularly if specially adapted to their trades.

They must, however, bear in mind that there is no difficulty in buying any ordinary tools in the principal towns of Canada at reasonable prices ; and that it is better to have the means of purchasing what they want, after reaching their destination, than to be hampered with a heavy lot of luggage on their journey through the country. It must also be borne in mind that the tools bought in Canada will be specially adapted to the use of the country.

### MONEY.

The best way to bring out money, especially in large sums, is by bill of Exchange or letter of credit on any Bank of good standing, as that is not liable to be lost, or if lost, could be made good again. Sovereigns are of course as good, but they are liable to be lost, and therefore it is better to bring them for personal use only.

Post Office Orders can also be had on any of the towns in Canada, and they are, of course, perfectly safe.

A sovereign is worth four dollars and eighty-six cents ; half a sovereign, two dollars and forty-three cents ; a crown, one dollar and twenty cents ; half a crown, sixty cents ; a shilling, twenty four cents ; six pence, 12½ cents ; a fourpenny piece, eight cents ; 3d. six cents ; and 1 penny, two cents.

### EMIGRANT LAWS.

Emigrants have a legal right to remain and keep their luggage on board for 48 hours after the ship's arrival in port, except in case where a vessel has a mail contract, or is proceeding further on her voyage.

The master of the ship is bound to land emigrants and their luggage free of all charge at a convenient landing place in the city, between sunrise and sunset.

All emigrant runners, or persons acting as Agents for Railway or Steamboat Companies, must be licensed by the mayor of the city, and the emigrant, to prevent being imposed upon, should in all cases ask to see their licenses before he has any dealings with such persons.

Every tavern, hotel or boarding house keeper is bound to hand a list of the prices he charges for board and lodging, or for single meals, to any emigrant intending to lodge with him; and during the first three months of the emigrant's stay his luggage cannot be seized by the landlord for a larger debt than five dollars.

The Government Immigration Agents, when necessary, will see that these laws are carried out.

#### ADVICE ON ARRIVAL IN CANADA.

If the emigrant arrive at Halifax, Nova Scotia or St. John, New Brunswick, he should immediately consult with the Government Immigration Agents at those ports, who will give him the best advice as to his movements for settlement or obtaining employment in those Provinces.

But if the emigrant wishes to go to the western part of Canada, he should always, in the first place, take the steamship which sails for Quebec and Montreal.

When an emigrant arrives at Quebec, he will be landed at the Government Station, at Point Levis, where he will find suitable preparations made for his reception and comfort, and where he can wash and cleanse himself before proceeding inland.

If his destination be not fixed, or if he be not going to join friends, the emigrant should be careful to consult the Government Agent, whom he will find at the Station, and who will give him the best possible advice as to where to go, or how he can best obtain employment. In every case however he should consult the Government Agent as to modes of travel. The Agent and Clerks are always in attendance at the Government Station to attend to the wants of emigrants.

Emigrants should take care not to listen to the opinions and advice of persons hanging about the place of landing, whose business is to make profit out of them. Many young females and unprotected persons have suffered from being deceived by this sort of people.

Emigrants arriving at Quebec, holding through tickets, and

wanting to get information, may delay their journey for that purpose as the railway or steamboat company will take charge of their luggage until they are ready to proceed.

The emigrant should be careful to have his luggage properly checked, and the Railway Company will then be responsible for it.

Emigrants who come out to join friends or relations already settled in the country should go on at once.

The Agent will not assist any one who loses his time by staying about the city, unless detained by sickness, or some other good reason.

If mechanics should not at first find work at their trades, they had better take the first offer that is made to them, rather than oe idle until occupation at their trade is found.

#### RATES OF WAGES IN CANADA.

The following Statement shows an average range of the rates of wages paid in Canada in some of the principal callings :—

	DAILY.				MONTHLY.			
	Currency.	Sterling.	Currency.	Sterling.				
Farm Servants, male (with board)	\$ c. \$ c.	s. d. s. d.	\$ c. \$ c.	£ s. d. £ s. d.				
do female do	0 50 to 1 00	2 3 to 4 1	10 00 to 20 00	2 1 0 to 4 2 0				
Dairy Maids.....	do	.....	4 00 to 10 00	0 16 5 to 2 1 0				
Domestic Servants.....	do	.....	4 00 to 15 00	0 16 5 to 3 1 7				
Cooks.....	do	.....	3 00 to 12 00	0 12 4 to 2 9 3				
Bakers.....	1 25	5 1	4 00 to 15 00	0 16 5 to 3 1 7				
Blacksmiths.....	1 00 to 2 00	4 1 to 8 2	12 50 to 15 00	2 11 4 to 3 1 7				
Bookbinders.....	1 00 to 1 50	4 1 to 6 1						
Bricklayers.....	1 50 to 2 50	6 0 to 10 2						
Cabinet-makers.....	1 25 to 2 00	5 1 to 8 2						
Carpenters.....	1 25 to 2 50	5 1 to 10 2						
Coopers.....	1 50 to 2 00	6 0 to 8 2						
Gardeners.....	1 25 to 1 75	5 1 to 7 2	\$120 per an	24 13 1 per an				
Machinists.....	1 50 to 2 50	6 0 to 10 2						
Masons.....	1 50 to 3 00	6 0 to 10 2						
Millers.....	1 50 to 2 00	6 0 to 8 2						
Painters.....	1 25 to 2 00	5 1 to 8 2						
Plasterers.....	1 25 to 2 50	5 1 to 10 2						
Plumbers.....	1 25 to 2 50	5 1 to 10 2						
Rope-makers.....	0 75 to 1 50	3 1 to 6 0						
Saddlers and Harness Makers.....	1 25 to 2 50	5 1 to 10 2						
Shoemakers.....	1 00 to 2 00	4 1 to 8 2						
Tailors.....	1 25 to 2 00	5 1 to 8 2						
Tanners.....	1 00 to 1 50	4 1 to 6 0						
Tinsmiths.....	1 25 to 1 75	5 1 to 7 2						
Wheelwrights.....	1 25 to 2 00	5 1 to 8 2						
Ship Carpenters.....	0 75 to 2 50	3 1 to 10 2						
Ordinary Laborers.....	1 00 to 1 50	4 1 to 6 0						

The above rates of wages are based on actual prices paid.

But it must be understood that all wages are liable to fluctuation according to circumstances.

As a general rule, the Immigrant is advised to take the first offer made to him until he becomes acquainted with the ways of the country. And the inducement to come to Canada, is not simply higher wages and good living among kindred people under the same flag, in a naturally rich country, possessing a pleasant and healthy climate ; but the confident hope which the poorest may have of becoming a landowner, and while securing a competence for himself, he may comfortably settle his children in a manner he could not hope to do among the crowded population of the old world.

Very many thousands of people who are now wealthy in every part of Canada, came to this country a few years ago, without any means, but their hands and willingness to work.

#### IMMIGRANT LABOUR REQUIRED IN CANADA.

Besides the very large demands of farmers for assistance in different parts of the country, very extensive public works are about to be undertaken, which will very much increase the demand for labour.

The demand, therefore, for all kinds of labour is likely to be greater than can be supplied for some time to come.

#### COST OF LIVING.

The average price of provisions in Canada may be stated as follows :—Butcher's meat averages from 7 to 10 cents per lb.; fowls, 40 to 50 cents per couple; geese, 40 to 50 cent each; turkeys, \$1; eggs, 35 to 40 cents per dozen; butter, 15 to 25 cents per lb.; potatoes, 35 to 50 cents per bushel; flour, \$6 to \$7 per barrel; tea, 50 to 75 cents per lb.; sugar, 8 to 15 cents per lb.

Rents are moderate ; and good board and lodging may be obtained for about \$3 per week.

Clothing is about 25 per cent dearer than in the United Kingdom ; but good clothing, suitable to the country, may be obtained at moderate prices. Travels are cheaper in Canada ; and good boots and shoes are made by machinery at moderate prices.

In short, Canada is a cheap place to live in ; and living here is cheaper than in the United Kingdom or the United States.

(Extract from a Speech delivered by the Earl of Dufferin, Governor General of Canada, in June 1874) :

" Much depends upon the individual training, capacity, health, conduct, and antecedents of each several emigrant . . . but this, at all events, I may say ; wherever I have gone I have found numberless persons who came to Canada without anything, and have since risen to competence and wealth ; that I have met no one who did not gladly acknowledge himself better off than on his first arrival ; and that amongst thousands of persons with whom I have been brought into contact, no matter what their race or nationality, none seemed ever to regret that they had come here. This fact particularly struck me on entering the log huts of the settlers in the more distant regions of the country. Undoubtedly their hardships have been very great, the difficulties of climate and locality frequently discouraging, their personal privations most severe, yet the language of all was identical, evincing without exception, pride in the past, content with the present, hope in the future . . . Probably the agricultural labourer who comes to this country from Norfolk or Dorchester will have to work a great deal harder than ever he worked in his life before, but if his work is harder he will find a sweetener to his toil of which he could never have dreamt in the Old Country, namely, the prospect of independence—of a roof over his head for which he shall pay no rent, and of ripening corn fields round his homestead which own no master but himself. Let a man be sober, healthy and industrious, let him come out at a proper time of the year, let him be content with small beginnings and not afraid of hard work, and I can scarcely conceive how he should fail in his career."

(Extract from a Letter of Mr. Henry Taylor, General Secretary, of the National Agricultural Labourer's Union, England, written from Canada, in September 1874).

" A good deal has been said and written as to the adaptability of the English farm labourer to the customs and practices of Canadian farming. A great deal of misapprehension exists, in my opinion, respecting this. I have been careful to enquire of both farmers and labourers, and the general testimony of the farmer is that they find little or no trouble with them ; they soon drop into their system, which, indeed, so far as I can see, differs far less than is generally represented. . . . The farmers here generally have the reputation of being very exacting on their men, both as regards length of working time, as well as hard work. It is a fact, I believe, that as a rule more hours are demanded of labourers here than in our Midland, Eastern and Southern Counties in England. . . . I have carefully inquired of the labourers, and I do not find that farmers' men work harder than in England. A farmer told me a day or two ago that he preferred English farm-labourer emigrants to native Canadians, as they were generally more regular and kept steadily on, and accomplished more work. Labourers on contract jobs for builders or public works are hardly driven by bosses in a way very similar to our English customs. In the question of labour, *very much more difference exists in imagination than in reality between the two countries.*"